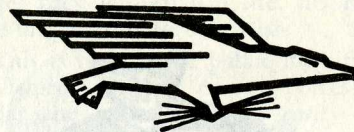


Commandant
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OFFICIAL BUSINESS



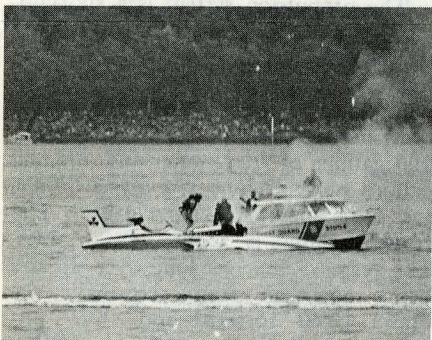
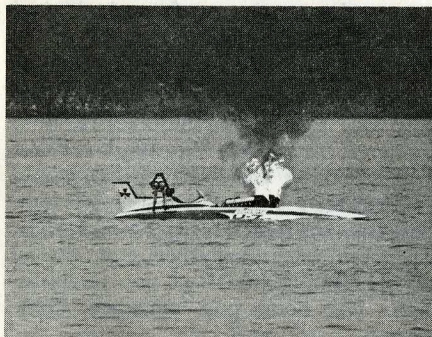
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COAST GUARD RESERVIST

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Washington, D.C. U.S. COAST GUARD Vol. XVII, No. 12 OCTOBER 1970



After winning one heat at the Seattle Seafair Regatta, Unlimited Hydroplane Notre Dame lost a fuel line and caught fire. Extensive damage and injury to the driver, Leif Borgerson, was prevented by the actions of the reservist aboard the Coast Guard Reserve 31 footer. (Seattle Post Intelligencer photo by Dave Potts.)

BULLETIN

On 18 September 1970 President Richard M. Nixon signed into law legislation reforming the Reserve Officer promotion system. Details will be included in the November issue of the Coast Guard RESERVIST.

Notes From The Institute

The Coast Guard Institute has recently received many inquiries from the field regarding the servicewide examination. Apparently there is much concern because some questions on the servicewide examination cover material that is not presented in the equivalent correspondence course. This indicates that many people do not understand the different purposes of the correspondence training course and the servicewide promotion examination. The following explanation should help to prevent further misunderstanding and criticism.

The servicewide examination is designed to select, from a pool of candidates who are ALL qualified for advancement, those candidates who are BEST qualified for promotion. For example, suppose there are 91 expected vacancies in a given rating and 135 qualified candidates. To encourage high

See "INSTITUTE" page 4

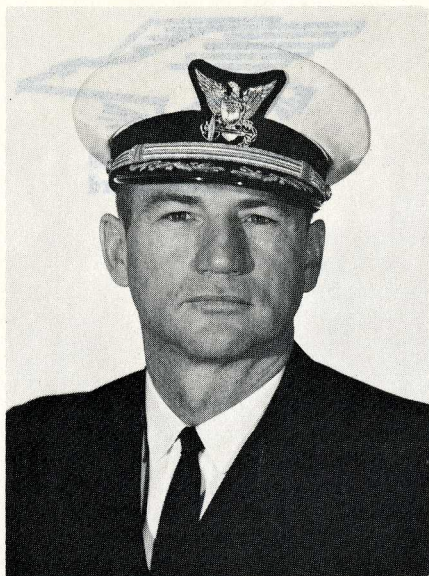
OFF-SEASON ACDUTRA

Plans are now being formalized for the 1970-1971 off-season ACDUTRA program at RTC, Yorktown. Classes are scheduled from 27 September 1970 until 10 May 1971.

This season's schedule includes officer courses in Port Security, Training Officer, COTP, and Search and Rescue. Enlisted courses will be offered in such areas as Boatswain's Mate, Engineman, Port Securityman, Instructor Training, and Search and Rescue.

In addition, tentative plans are being made to include an officer/enlisted course in explosive loading. A course of this nature has never been presented as part of the summer or off-season Reserve Training program. This new course would offer instruction in the supervision of loading, handling, and discharging of explosives aboard a merchant ship. Emphasis would be given to Coast Guard responsibilities, Federal Regulations, cargo gear standards, and characteristics of explosives. The course would be open to officers and PO2's and above assigned to a Port Security unit in the First, Second, Third, Fifth, Seventh, Eighth, or Ninth Districts.

Further information in connection with the 1970-1971 off-season training program at RTC, Yorktown will soon be available through each Reserve unit.



KNOW YOUR LEADER

CDR Walter John HALL was born in Oakland, California, on 27 December 1920. He remained in Oakland through graduation at Fremont High School. He then entered the University of California at Berkeley. He received a Bachelors Degree in May of 1941.

For about the first year of the War, he worked as a shipfitter. He then entered the service as a V-5 Naval Cadet. He spent the duration of the war as a Marine Corps fighter pilot with combat service in the Caroline Islands in the Western Pacific. For this service, he received the Air Medal.

After World War II, Mr. Hall worked in several phases of the construction industry, including management, unions, surveying and estimation.

The Korean War brought a need for pilots. Then 1st Lt. HALL, USMC, returned to active duty as a helicopter pilot in California, Florida, and Japan. This lasted for one and a half years through March 1954.

Mr. Hall again worked for a construction union for one year before returning to helicopters as a civilian. He flew for two helicopter companies and the U.S. Forest Service the next two years. During his tour with the U.S. Forest Service, he was commissioned in the Coast Guard Reserve with the rank of Lieutenant.

In July 1957 he was called to active duty and assigned to the Eleventh Coast Guard District (r) as Training Officer. Two and a half years later he was transferred to Commandant (RT). This assignment lasted one and one-half years until he was assigned as Commanding Officer of ORTC, Washington.

LCDR HALL (1 January 1963) was assigned as Assistant Chief, Reserve Division Second Coast Guard District, in August 1963. While at St. Louis he was promoted to Commander.

CDR HALL then went to his first non-Reserve billet as Chief, Personnel Division of the Ninth Coast Guard District. He remained in that assignment until he was assigned to Chief, Reserve Division, Second Coast Guard District in September.

CDR HALL and his wife, Mabel, have three daughters, Cheryl Lee, Linda Dee, and Sandra Anne. As a true member of the Coast Guard, he is interested in the sea, and has held several titles in sailing, including first place in world competition for a catamaran class.



Coast Guard Cutter Courier

As a Reserve training ship, the COURIER spends much of each year visiting ports along the Atlantic and Gulf coasts and on the Great Lakes. At each port Coast Guard reservists board for two weeks of intensive training that will enable them to safeguard U. S. ports in the event of war. The two-week training period is designed to simulate the first two weeks of actual mobilization in the event of an emergency. During COURIER-based training, they use the ship's small boats for patrolling the inner harbor, inspect port facilities for security and safety, and practice handling dangerous cargos using the COURIER's cargo gear. The ship also provides messing and berthing spaces for the trainees.

The COURIER was built for the U. S. Maritime Administration by Froemming Brothers, Inc., Milwaukee, as a U. S. Maritime Commission type CI-M-AV1 cargo ship. She costs \$2,225,000, and was designed as an inter-island shuttle for military cargos. She was to receive

cargo from much larger Victory and Liberty ships and deliver it to U. S. forces on small outlying islands, but the COURIER never was used in this capacity. By the time she was completed, World War II had ended. Papers on board show the COURIER began life as the Motor Ship DODDRIDGE. Before she was commissioned her name was changed to COASTAL MESSENGER.

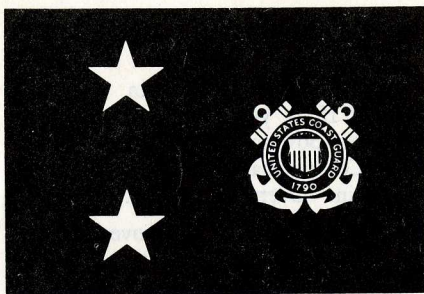
After completion she was operated — during the late '40s—by both Standard Fruit Steamship Company and Grace Line Inc., mostly along the coast to northern South America.

It was on a South American trip that she nearly met disaster. On 28 April 1949, after unloading her cargo, she ran aground at La Salina on Lake Maracaibo, Venezuela. It took 11 days to free her. Although she managed to proceed to the United States under her own power, records show she suffered extensive, though minor, damage.

The COASTAL MESSENGER was taken over by the State Department in 1952 for use as a floating radio station for the Voice of America. She was renamed COURIER, manned by Coast Guardsmen, and modified extensively for her new role. Until 1964 she remained at Rhodes, Greece, her 150,000-watt transmitter broadcasting news, comment and entertainment from the United States to Eastern Europe.

In 1964, the State Department built a permanent transmitting station and the ship was sent to the Reserve Training Center at Yorktown, Virginia, the Coast Guard having decided that she would be ideal for use as a floating mobile support base for port security Reserve units. The ship was refurbished and, on 30 April 1966, placed back into commission. Her home port remained Yorktown.

The propulsion system is a six-cylinder, 1,700-horsepower, Nordberg diesel engine directly driving a single propeller. Her maximum speed is 11.5 knots with the propeller turning 180 revolutions per minute. Her tanks hold 123,000 gallons of fresh water and 306,000 gallons of fuel. The JP5 diesel oil she uses costs about 11 cents a gallon. Her cruising range is about 14,500 miles. The vessel is 339 feet long over-all, and has a 50.1-foot beam. Normally she draws 13'6" forward and 14'6" aft. COURIER displaces 8,375 tons and her cargo capacity before conversion was 2,132 tons. Her crew consists of 10 officers and 54 enlisted men, plus another 40 or so trainees. During port security training operations she can berth up to 207 additional enlisted reservists and 18 officers.



THE ADMIRAL'S CORNER

As you know, we normally ask a prominent civilian or a flag officer to speak to the Reservists during each ACDUTRA cycle at Yorktown and Alameda. They always share some of their thoughts and experience with the personnel on this occasion.

On 30 July, Rear Admiral Albert HECKMAN addressed those completing cycle IV at Yorktown. His comments were so well taken that, through this vehicle, I want to share them with all our members.

"We should all be concerned with the image of our Reserve Components. Our concern is partly a matter of pride, for we know that unless the Reserve enjoys a good image it cannot be the strong element of national defense it *must* be.

"It is essential for three separate groupings to appreciate and understand the importance of Reserve forces.

a. The Reserve itself must have self-esteem. Each reservist should be proud of his service to the nation.

b. Regular Components must see in the Reserve forces a reflection of themselves—a valuable supplement to forces in being that can be mobilized rapidly when needed.

c. The general public—including the Congress—must recognize that unless large active forces are maintained, the strength of our military establishment is dependent on Reserve forces (a proper mixture of both).

"An image is *in the eye* of the beholder. You and I look at the Reserve and may be proud of what we see—others may see an entirely different image. Furthermore, the image that is perceived can change radically—simply by a shift of national viewpoint—or the passage of time.

"I am sure you all remember the Kipling classic:

"It's Tommy this, an' Tommy that, an'
'Chuck him out, the brute!"

"But it's 'Saviour of 'is Country,'
when the guns begin to shoot."

"There would seem to be some va-

lidity in this thought—it leads to my first proposition:

"THE IMAGE OF OUR MILITARY FORCES — ACTIVE AND RESERVE — IS A REFLECTION OF PUBLIC ATTITUDES WHICH VARY WIDELY OVER THE LONG RANGE.

"Let's consider the attitude of the American public over the span of the 20th century.—Referring to Kipling and his Tommy Atkins truisms, let's create an index and call it the 'Kipling Quotient'—or simply the 'KQ.'

"After the Spanish-American War, the KQ fell until World War I came along. Suddenly the boys in uniform were heroes. After the welcome home parades in 1918 and 1919, we entered a new peaceful era, a time of disarmament, a time when the public considered the military a burden rather than an asset. But when Hitler swallowed Europe, the KQ shot up, and soared when the Japanese bombed Pearl Harbor in 1941. On VJ Day, our KQ started to dive again as the public clamored to 'bring the boys home.' Korea proved again that our Armed Forces were important and the KQ started upward. Then casualties, stalemate, an armistice and the index declined. A new upturn probably started with the Cuban Missile Crisis, increased as our Vietnam activities increased, and now has started down as we begin a period of disengagement. The determining factor over the long pull is *the apparent need for our military forces*. . . .

"My second proposition is this:

"THE RESERVE IMAGE IS [ABSORBED] INTO THE REGULAR IMAGE WHEN RESERVES SERVE ON ACTIVE DUTY. THEREFORE IT CAN NEVER EXCEED BUT IT CAN DETRACT.

"We know that reserves are essential as the back-up and augmentation of the regular forces. In other Services entire units are called to active duty—in ours only individuals so far. But once called to perform, they become part of the whole. The credit for commendable performance goes to the Varsity and not the bench. . . .

"So let's examine the basic KQ of a typical Reserve unit. No matter how good it is, an *inactive* unit exists [and operates in the wings.] Active duty for individuals will have local impact, but then the individual becomes part of the varsity force and his image blends completely with the whole. Upon release to inactive duty, the community again is proud of its local boy; but, as he

merges back into civilian life, his Reserve image tends to disappear.

"This is because the public identifies all elements of the Armed Forces—regular and reserve—as *one entity*—a cohesive mass. Each element of this mass adds to the image of the whole; and, conversely, if there are weak elements, the image of our *entire* force is diminished.

"Consider these factors. Critics will not attack our Armed Forces frontally, but will assault the most vulnerable spot. If a Reserve unit is poorly trained, ill-equipped, misused, or fails to live up to its mission, it is a target for criticism. Such criticism, even on a local basis, will detract from the image of the total Armed Forces. . . .

"Now we come to my last proposition:

"EVERY RESERVIST IS A SALESMAN FOR HIS ORGANIZATION AND HIS INDIVIDUAL CONTRIBUTION IS INVALUABLE TO THE IMAGE OF THE WHOLE. . . .

"Your product is the Reserve—your buyer, the American Taxpayer. You *have* a top quality product with no air in the package. Let us hope that you will continue to receive adequate funding, modern equipment and fine training. You, through your own individual efforts, can help *build and maintain* the bright, proud, and untarnished image we all know the Coast Guard Reserve deserves and *must* have."

RADM HECKMAN is the new Inspector General of the Coast Guard. I trust that you enjoyed his remarks as much as I.

JOHN D. McCUBBIN

RETENTION

All Reservists are reminded that, in order to be retained in the Ready Reserve or in the Standby Reserve (Active Status) after the completion of 20 satisfactory years of service for retirement, a Reservist (under age 60) must earn a minimum of 50 retirement points in each anniversary year.

In most cases a Reservist who has completed his 20 years and has attained the age of 60 must be retired.

A Reservist who is 60 years of age and has not completed his 20 satisfactory years of service for retirement may be retained until the age of 62 (64 in special cases) for the purpose of completing those 20 years.

For reference, consult CG-296 (11-1-23 to 11-1-25).

Reserve Directives and Publications

The following directives and amendments to publications of interest to reservists have been published since the May issue of the RESERVIST.

- 6-4-70 COMDTNOTE 1418. Use of Advancement Recommendation and Examination Request, Form CG-4716, for Inactive Duty Personnel; procedures for.
- 6-10-70 COMDTNOTE 1080. Reserve Personnel Accounting.
- 6-15-70 COMDTNOTE 5060. Announcement of Winner of Canfield Award.
- 6-19-70 COMDTNOTE 1001. Voluntary Early Release from Active Duty for Reserve.
- 6-30-70 COMDTNOTE 1401. Inactive Reserve Officer Selection Boards; results of.
- 7-8-70 COMDTNOTE 1430. Coast Guard Reserve Eligibility Lists for Advancement to Pay Grades E-7 and E-8 in Ratings Examined in March 1970 Service-wide Examinations; publication of.
- 7-14-70 COMDTNOTE 1800. Processing Reserve Retirement Requests; guidelines for.
- 7-24-70 COMDTNOTE 1570. The Navy Functional Individual Training System (FITS) for Coast Guard Reserve Personnel on Inactive Duty; required use of.
- 8-5-70 COMDTNOTE 1306. Assignment of members of the Coast Guard Reserve in locations where there are no ORTUS within reasonable commuting distance.
- 8-13-70 COMDTNOTE 1301. Inactive Duty Reserve Officer LCDR Continuation Board, FY 1971.
- 8-7-70 COMDTNOTE 1400. Limited Advancement Opportunity Within Certain Ratings in the Coast Guard Reserve; information concerning.
- 8-18-70 COMDTNOTE 5830. Form CG-4614 (Rev. 8-70) Report of Illness of Reservist; information concerning.
- 8-19-70 Amendment 23 to CG-296 affecting Chapters 2, 3, 4, 6, 7, 12, and 13.
- 9-10-70 COMDTNOTE 1570. Correspondence Courses Available to Inactive Coast Guard Reserve

Personnel; information concerning.

- 9-10-70 COMDTNOTE 1571. Armed Forces Staff College Reserve Officer Orientation Course.
- 9-16-70 COMDTNOTE 1571. Naval War College Reserve Officers' Command and Staff Course.
- 10-5-70 COMDTNOTE 5830. Appointment of an Informal Board of Investigation in cases of suspected collusion by Inactive Reservists Involving Service-wide Examinations and End-of-Course Tests; requirements for.

"INSTITUTE" from page 1

performance and ensure high standards, the Coast Guard naturally wishes to fill the 91 vacancies with the 91 BEST qualified men of the 135 eligible ones.

To be certain those men who are eligible are qualified, the Coast Guard has established certain standards of achievement and development—a given time in grade, completion of the appropriate professional training course, a demonstrated ability to perform practical requirements for advancement per CG-3303C, and appropriate appraisal and recommendation from one's Commanding Officer. Of these, the correspondence training course is designed to ensure an individual has achieved a MINIMUM level of practical and theoretical knowledge in his rating and in the Coast Guard. The Coast Guard Institute course is NOT intended as a sole source of training, but as a supplement to one's on-the-job training and experience.

The servicewide examination, on the other hand, tests the individual's OVERALL knowledge and proficiency in his rating and in the Coast Guard. This includes knowledge gained not only from the correspondence course, but from practical experience and on-the-job training as well. Therefore, the servicewide examination HAS NOT BEEN, AND WILL NOT BE, LIMITED TO MATERIAL COVERED IN THE CORRESPONDENCE COURSE.

It should be noted, however, that since the correspondence training course and the servicewide examination are both based upon the Enlisted Ratings Qualifications Manual, the correspondence course would logically be ONE good source of study material for the servicewide examination. What must be remembered is that the correspondence course material is NOT the ONLY material the servicewide examination will test on.

PHILATELIC NOTES

Are you interested in collecting stamps? If so, you may be interested in envelopes postmarked aboard any of the three Coast Guard Icebreakers participating in "Deep Freeze '71."

There is a limit of one cover per person from each of the ships. Requests will be returned unprocessed when more than the authorized number of requests are submitted, there appears to be a commercial motive involved, or the requests reach the appropriate points after the cut-off date.

Requests should include one stamped, self-addressed envelope for each ship desired.

Addresses and cutoff dates are as follows:

<i>Ship</i>	<i>Cutoff dates for covers</i>
USCGC Burton Island (WAGB-283) P. O. Box 20820 Long Beach, Calif. 90801	Nov. 13, 1970
USCGC Westwind (WAGB-281) FPO New York 09501	Nov. 13, 1970
USCGC Staten Island (WAGB-278) FPO Seattle, Wash. 98799	Nov. 13, 1970

Covers will be returned as rapidly as operations and postal conditions permit.

The Coast Guard RESERVIST

Published monthly in Washington, D.C., by the Commandant, U.S. Coast Guard. Reference to directives, regulations, and orders is for information only and does not by publication herein constitute authority for action. Inquiries about the Coast Guard Reserve should be addressed to the Commandant (R/81) Coast Guard Headquarters, Washington, D.C. 20591.

ADMIRAL C. R. BENDER
Commandant, U.S. Coast Guard

RADM J. D. McCUBBIN
Chief, Office of Reserve

ENS. R. C. BROWN
CWO H. M. KERN
Editors

All photographs are official Coast Guard material unless otherwise designated.

Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication.